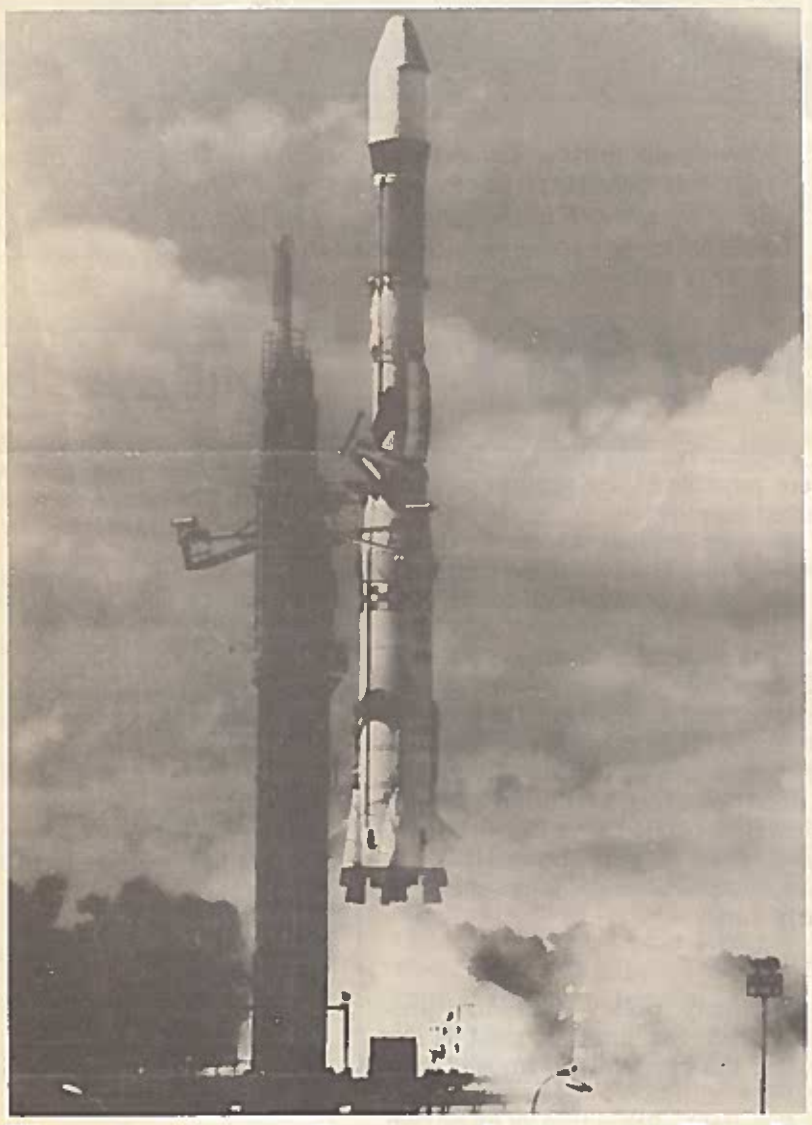
GRUMMAN
plane news

Vol. 40, No. 1, January 16, 1981. Bethpage, N.Y. 11714



Three, two, one... Grumman Aerospace will assist Arianespace, S.A. of France in marketing the space satellite launch capability of Ariane booster rockets to U.S. companies. The first successful flight of the Ariane vehicle (above) took place at a modern complex in Kourou, French Guiana. See page 2.

Four elected to new posts

In Grumman Corp., Freese named senior v.p. and Brown, v.p.; in Aerospace, Knowles and Voorhest become v.p.'s

- pg. 3

Unveil better benefits for 1981

- pg. 2

Social Security takes a bigger bite

- pg. 6

Tests take Tomcat to the limit

- pg. 4

GAC, Arianespace sign marketing pact

On January 7, Grumman Aerospace announced that it will assist Arianespace, S.A. of France in marketing the space satellite launch capability of Ariane booster rockets to United States companies.

Under an agreement between the two companies, Grumman will market Arianespace's launch service and provide technical support to American customers.

Arianespace is a French company established by leading European firms to manage operations of the Ariane, a three-stage vehicle designed to launch satellites into orbit. The Ariane is Europe's first space booster, developed by a consortium of European nations under the European Space Agency.

The use of satellites, particularly for business and industry is expected to increase rapidly in the 1980's. Arianespace projects a worldwide market of some 200 scientific, commercial and weather satellites to be launched in this decade and its target is to orbit 20 to 30 percent of these satellites from Ariane vehicles. Firm orders for Ariane already total $350 million, according to the French firm.

The Ariane vehicle, similar to the U.S. Delta and Centaur boosters, is launched from a modern complex at Kourou, French Guiana, South America. Located near the equator, the site makes launching satellites into geosynchronous orbit economical.

Ariane has been successful in one of two test flights so far. Two additional launches are planned in 1981 before operational launches commence in that same year. Five launches are now scheduled for 1982, with nine others to follow at later dates.

This agreement with Arianespace is one of several relationships with European aerospace companies intended to further international cooperative ventures. The agreement will also enhance Arianespace cooperation with American spacecraft manufacturers and users.

Moving up north. *Grummanites at Stuart Operations bid adieu to the first Albatross being shipped to Grumman's new facility in St. Augustine, Florida, where it will be modified to the G-111 configuration for Resorts International. Eventually, all work on the G-111s will be performed at St. Augustine.*

Improve benefits for 1981

Several improvements to Grumman's employee benefits program have been announced for the new year. The improved areas include health care, disability benefits, surviving spouse benefits, vacation, and paid absence.

In health care, coverage has been expanded to include out-patient hospital treatment for emergency illness. For example, if you are treated in the emergency room for severe abdominal pain, that treatment is covered. Previously, only injuries resulting from accidents were covered.

In addition, the maximum allowance for the services of a psychiatrist or clinical psychologist has been raised from $30 to $40 per visit. Reimbursement, after the $100 deductible, is set at 80 percent of $40.

Short term disability income benefits are also improved. If you are disabled as a result of an accident, sickness, or pregnancy, short term disability benefits will provide you with a weekly income of 60 percent of your base salary up to a maximum of $175 for up to 26 weeks. The previous maximum was $150.

Life insurance in the amount of $2,000 will be provided to employees retiring December 31, 1980, or later, who are either eligible for an immediate pension, or whose combined years of age plus years of service equal at least 75 points. (For example, if you are 59 years old with 16 years of service, you have 75 points.)

Two changes to the benefits package affect your surviving spouse.

The company currently extends free medical coverage for one year to surviving spouses and their dependents. For medical coverage after the first year, the surviving spouse of a working Grummanite who had 10 or more years of service at the time of death may choose coverage under the health insurance plan offered to retiring employees. This coverage will be offered at the prevailing group rate and may be continued until remarriage.

The second change is in deferred vested pensions for the surviving spouse.

An employee with at least 20 years of service who leaves the company before age 50 is entitled to a deferred vested pension payable as early as age 50. Effective November 20, 1980, if the former employee dies before age 50, the surviving spouse will immediately be eligible for a pension.

Similarly, an employee with at least 10 years of service who leaves the company before age 60 is entitled to a deferred vested pension as early as age 60. Also effective November 20, 1980, if the former employee dies after age 60 but before any payments begin, the surviving spouse will immediately be eligible for a pension.

Previously, no pension benefits were payable to the spouses of such vested employees.

If your annual vacation allowance is more than 20 days, you may choose to be paid instead for unused vacation time in excess of 20 days. For example, if you are entitled to 22 days this year, you can take 20 days off and be paid for the two extra days. This option applies only to current year vacation allowance; it does not apply to unused vacation allowance carried over from the previous year. If you choose this option, you will receive payment in early June.

Paid absence

Company policy currently provides that you must be paid at the end of the year for any unused paid absence allowance to a maximum of five days. Beginning in February 1981, you will be given the choice of receiving payment for unused paid absence allowance accumulated during the previous year, or designating them as additional personal holidays. Personal holidays must be used during the current year; they may not be carried over.

Details of all benefit changes are contained in a letter already mailed to each Grummanite's home. If you have questions on insurance or pension, contact the Benefits Dept., Ext. 3314; questions on vacations or paid absence should be directed to Personnel Relations, Ext. 3521.

Holidays '81

To help Grummanites and their families plan their vacations and holidays, here is the schedule of holidays for the rest of the year:

Washington's birthday, Monday, February 16
Memorial Day, Monday, May 25
Independence Day, Friday, July 3
Labor Day, Monday, September 7
Thanksgiving, Thursday, November 26
Christmas Eve, Thursday, December 24
Christmas Day, Friday, December 25
Floating holiday, Monday, December 28
Floating holiday, Tuesday, December 29
Floating holiday, Wednesday, December 30
Floating holiday, Thursday, December 31
New Year's Day, Friday, January 1, 1982

obituaries

WALTER HYWELL of Elect. Bench Assembly, Pl. 6, died Dec. 9 at the age of 61. He had been with the company since 1968 and resided at 44 Tanglewood Dr., Smithtown.

GUSTAVE C. HEROLD of Material Coordination, Pl. 6, died Dec. 10 at the age of 62. He had been with the company since 1941 and resided at 35 Senix Ave., Center Moriches.

ANTHONY FRANK of System Test, Pl. 25, died Dec. 15 at the age of 45. He had been with the company since 1956 and resided at 47 Hollywood Ave., W. Lindenhurst.

Bob Freese

George Brown

Dan Knowles

Bill Voorhest

Board elects four to new posts

The Board of Directors of Grumman Corporation recently elected Bob Freese senior vice president-Finance and George Brown as vice president-Regional Offices.

In addition, the Board approved the elections in Grumman Aerospace of Dan Knowles as vice president-Personnel and Administration, and Bill Voorhest as vice president-Security and Personnel Services.

Bob Freese, in addition to his responsibilities as treasurer, will direct the Corporation's financial planning and will coordinate procurement activities of all subsidiaries to ensure cost saving.

Freese started at Grumman in 1956 in the Billings and Revenue Department and was made director of Finance of Grumman Aerospace in 1969. In August 1971, he was appointed assistant to the treasurer of Grumman Corporation and was appointed treasurer a year later.

In 1974, Freese was elected a vice president; later on that year he was elected chairman of the board of two Grumman subsidiaries: Paumanock Leasing Services, Inc. and Paumanock Insurance Company, Ltd. In May 1977, Freese was elected a director of Grumman Corporation and chairman of the board of Grumman Allied Industries, Inc.

A graduate of Manhattan College, Freese holds a Master of Business Administration degree from New York University.

George Brown will be responsible for the activities of the Chicago, Atlanta, and Los Angeles regional offices.

Brown joined Grumman Ecosystems in 1979 as vice president for Marketing, and was elected senior vice president for Grumman Energy Systems later that year.

After five years as a reporter and editor for THE DENVER POST, Brown turned to politics in 1955 when he was appointed to the Colorado House of Representatives. He was elected to his first four-year term in the Colorado Senate in 1956, and was reelected in 1960, 1964, 1968, and 1972. In 1974 he was elected lieutenant governor of Colorado.

Brown holds a degree in journalism from the University of Kansas.

Dan Knowles' responsibilities include Personnel, Employee Services, Field Administration and Liaison, Administrative Services, Food Services, Motivational Programs, Corporate Procedures, and Forms Control.

Knowles worked for several companies in personnel and industrial relations before joining Grumman in 1963 as assistant to the director of Personnel. He was named director of Personnel in 1966, and director of Personnel and Administration in April 1980.

He is a graduate of St. John's University.

Bill Voorhest, who oversees Security, Transportation, and Facilities Maintenance, began his career at Grumman in 1941 as a production worker. After serving four years in the Navy during World War II, he returned to Grumman and was promoted to production management and helped introduce honeycomb and bonding of metal structures as manufacturing techniques.

Voorhest managed the operations of two manufacturing facilities before transferred to Cape Kennedy, Florida in the late 1960's. There, he was manager of Pre-Flight Assembly, Test, and Launch Operations for the Lunar Module spacecraft.

Since 1969, Voorhest has served three Grumman Aerospace presidents as special assistant for Manufacturing Operations, and as co-director for Opportunity Development Department.

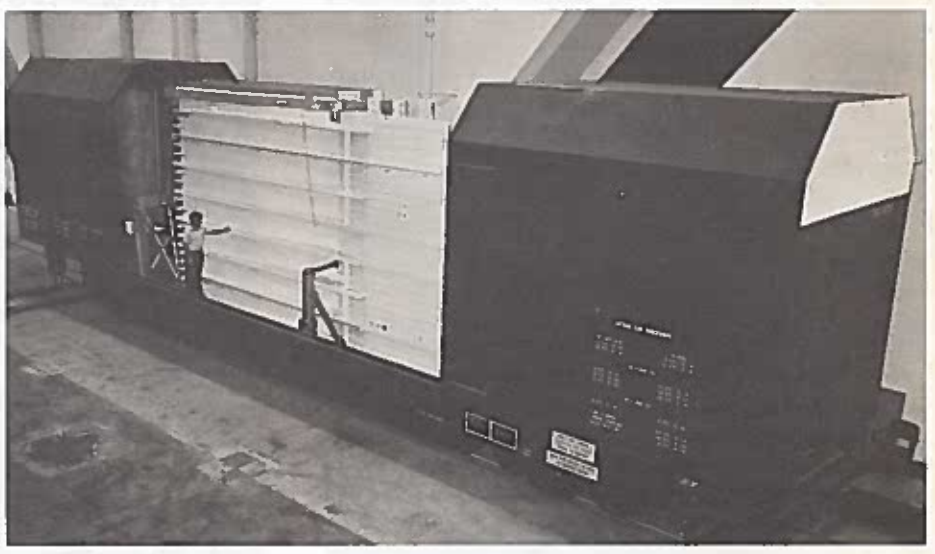
He was named director of Security and Corporate Services in April 1980.

Personals

We wish to express our deep appreciation for the kindness and generosity extended by my co-workers and friends during the recent loss of my father. Dick Melchers and Family

The family of Richard Cope would like to express our sincere appreciation for the kindness, sympathy and understanding shown by all Rich's co-workers and friends during our recent loss. The Cope Family

We wish to convey our sincere thanks and deep appreciation for the kind and thoughtful expressions of sympathy in our profound loss. Nick Williams and Family



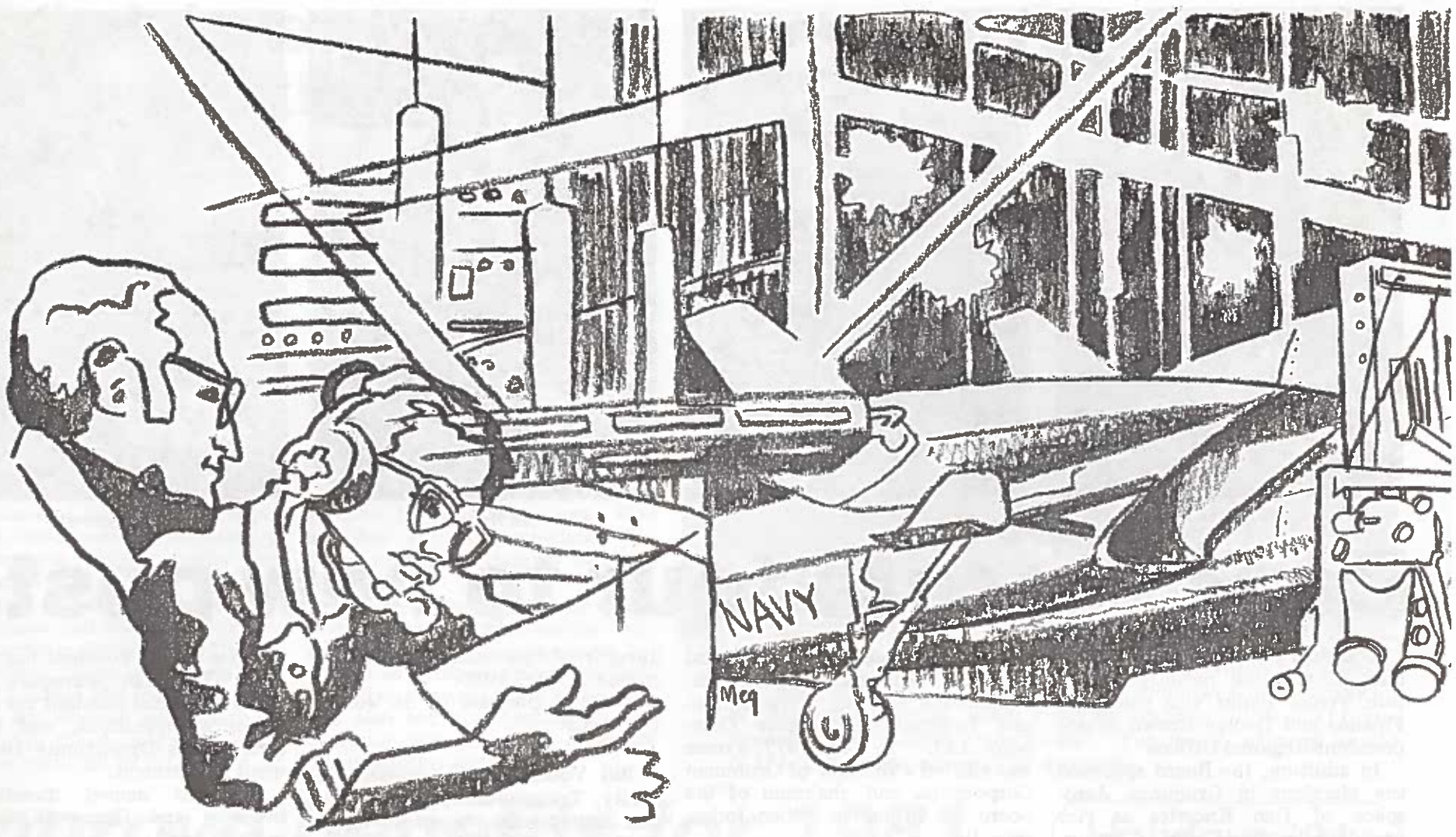
All aboard. *On December 18, Grumman's first wing center section — the 'heart of the 767' — began its long journey from Stuart, Florida by rail to Boeing's Everett, Washington plant. The Grumman-built structure will join the wings and fuselage of the new 767 commercial jetliner. (Photo by John Spades)*

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Associate Editors
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

Editorial Assistant
Clare Byrne ext. 8999



F-14 Tomcat put to the test

The F-14 is locked to the catapult, and the tow load against the nose gear builds to over 200,000 pounds.

"Bang!" Launched, it makes a fast climb, a few high-speed maneuvers with its wings swept back, several tight turns and then a dive. The plane makes a landing approach, then slams onto the deck in a steep-angle arrested landing.

Despite the battering, it is immediately hooked up to the catapult to be launched again, then again, without stopping, day and night, five days a week.

Undergoing the most sophisticated fatigue test yet devised, F-14 Number 98 is making 60 or more "flights" each day, without ever burning a drop of fuel, by means of a remarkable marriage of mechanical force and computer speed.

"When an F-14 is in service, it makes one or two flights a day for an hour or two each," says Jerry McFarland, project engineer in charge of the F-14 test.

But, locked solidly in the grip of some 140 hydraulic jacks in the back of Plant 5, a flight for Number 98 lasts only 15 minutes or so.

Each of the 140 jacks applies a force to a part of the plane to make it twist and bend just the way it would in flight. McFarland explains, "We have eliminated all the loitering flight time from the test, because it has no significant effect on the structural fatigue life of the aircraft.

"We test with the significant maneuvers these aircraft make: catapult launches, rolls, pull-ups, landings and arrestments. We do everything in sequence."

It's called flight-by-flight testing and it's all done to answer one question: What, if anything, has to be done to make all F-14s last through the decade of the 1990s?

Grumman designed the F-14 for 6,000 hours in the air, which translates to about 20 years of Navy service. With a life that long, the F-14s will be protecting the fleet well into the 1990s.

Why add another 10 years?

"There simply isn't anything on the horizon to replace them," says Tom Kelly, Vice President-Engineering. "Under the present system acquisition process it takes 10 to 12 years to get a new design into service. The Navy is under continuous pressure to stretch the life of its assets. Consequently, this aircraft is going to be in the Navy's inventory for a long time.

"Our job is to learn what needs to be done structurally, if anything, to keep the Navy's F-14s in peak form well into the next century."

Grumman engineers had to do a lot of homework before they could begin to design the complicated flight-by-flight test system. They had to determine what kind of combat maneuvers the F14s would perform on an average flight.

Part of the information came from a program called "fleet loads survey" in which the Navy attached recording devices to fleet aircraft to get information about the forces they experience in flight.

Heart of the matter. *Test control engineer John Petersen(L) and technician Marvin Bloom work in the computer room on the Plant 5 mezzanine. There a master computer and 180 microcomputers put the F-14 through the toughest test of its life.*

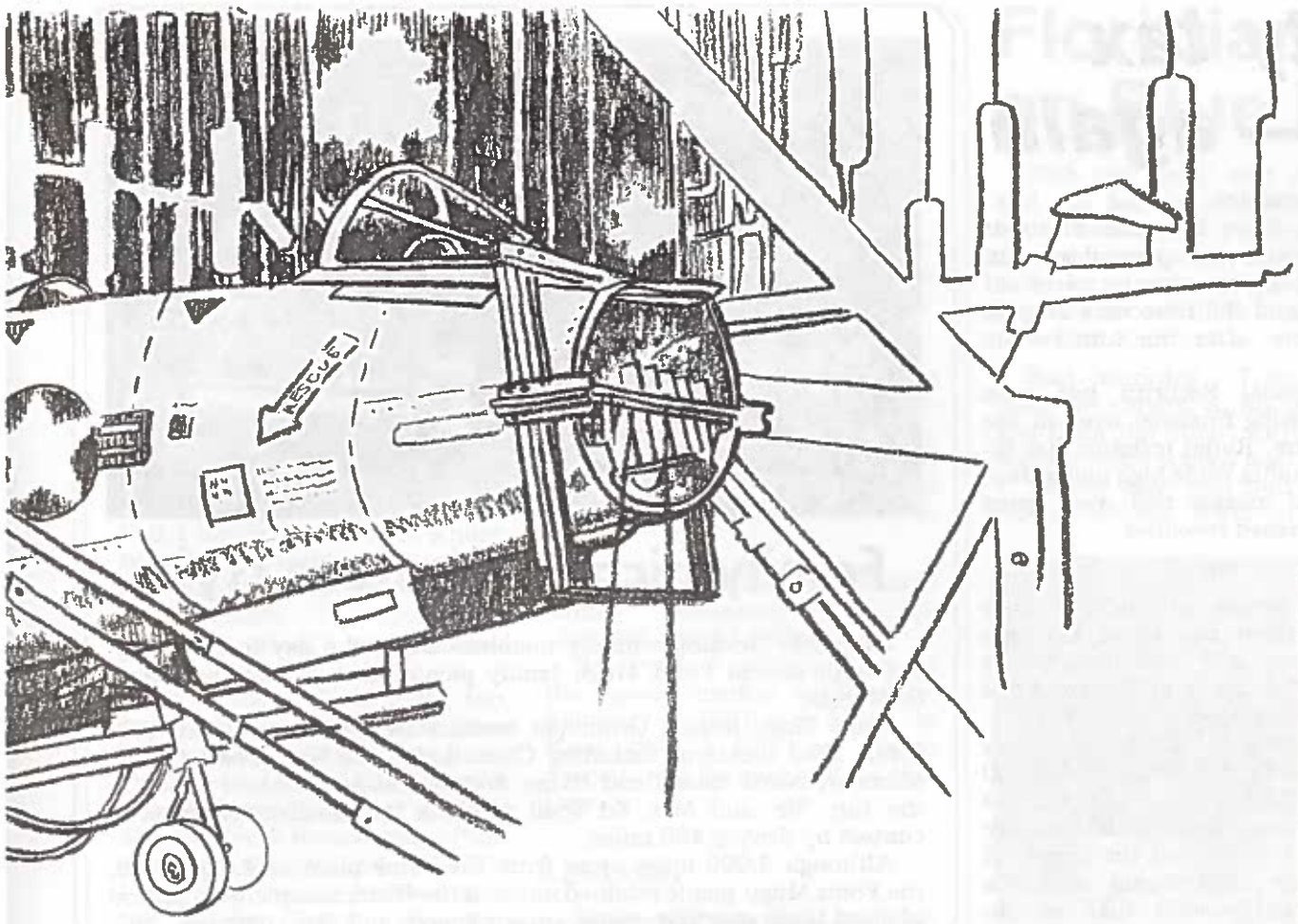
Close examination

In addition, Grumman put F-14 Number Three through a series of air combat maneuvers at Calverton, looking more thoroughly than ever before for the structural effects of air combat.

This data enabled Grumman to design a mechanical apparatus that would do to a Tomcat what a Navy pilot would do, only harder.

"Not every F-14 gets the kind of beating we give Number 98," says Kelly. "We are doing 'worst-case' simulation, testing at the outer boundaries of service use. It took us two years working with the Navy, to develop these test conditions."

In a block of 500 hours the plane will suffer the stresses and strains of more than 31,000 combat conditions: the tremendous forces of a catapul



launch, which actually stretch the fuselage; the twisting and bending of the wings and tail; the jarring impact on the landing gear from a high angle carrier landing.

"We did similar tests on the Mohawk and the Gulfstream II, but nothing of this magnitude or complexity," says Dick Grigat, group leader of F-14 testing. "It's the most sophisticated test of its kind in the country."

"Most fatigue tests have been done in what is called block form, testing one condition over and over again, then going to another and repeating that many times. There was never any interaction between the conditions."

Much of the design emphasis was placed on the test controls, particularly the computer.

"Previous tests were controlled by a single computer," McFarland explains. "Every time the computer would advance from one condition to another in similar tests it would have to check each jack as it changed each pressure. That took a lot of time. And adding seconds or minutes to each flight would add months to the program and costs to the Navy."

But the answer was simple. Have one computer for each channel of control. So the computer hardware designers built 180 computers into a bank six feet high and 10 feet long. The trick? Microprocessors with memories — called microcomputers — controlled by a master computer.

"Each one of the microcomputers controls one jack and is preloaded with all the information it needs concerning its particular functions in the test," says McFarland.

The master computer gives the go-ahead and each microcomputer signals its jack to go to its assigned pressure. Each microcomputer then checks itself out and reports back to the master, which collects data about the plane's reaction and decides continuously whether to go ahead with the test or shut down if there's a problem.

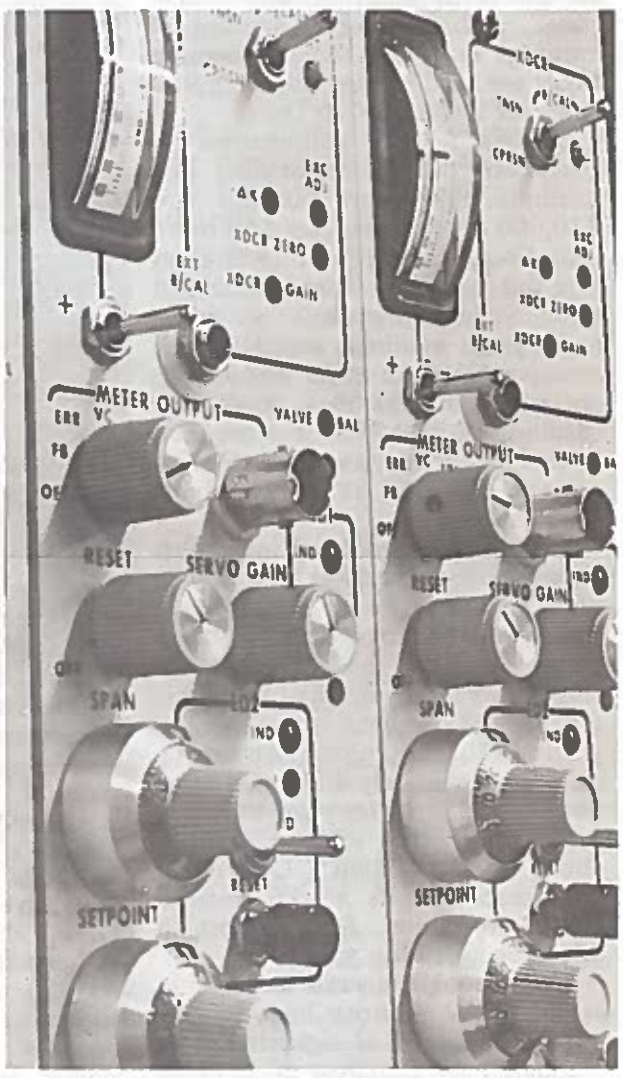
Although it took about a week to balance and check the conditions on the first test, now the system will complete a condition almost as fast as the computer can print out the results. With no major problems or failures (they have completed 3,000 hours of flying), the test is scheduled to run for 18 months.

Grumman started testing Number 98 on September 8, 1980. As of today, it has flown more hours than any F-14 in service.

New criterion of stamina

According to Kelly, tests like this one will probably be required by the Navy for all future aircraft programs and, perhaps, other current programs. "There are now exploratory talks about doing the same thing with the E-2C and the EA-6B."

In touch. *Phil Kleisler, one of the test conductors on each shift, is in constant contact with the computer room telephone and closed-circuit television.*



In control. *Test conductors like Don Collins are in charge of the fatigue test, which runs 'round the clock.*

Social Security tax rate goes up — again

"Who's taking a bite out of my pay now?" grumbled many Grummanites when they glanced at their first 1981 paycheck.

Across the country, over 114 million workers are taking home smaller paychecks this year because of higher Social Security taxes.

The new Social Security (the FICA — Federal Insurance Contributions Act — deduction on your paycheck stub) tax rate is now 6.65 percent, compared to 6.13 percent in 1980. In addition, the "wage base" — the maximum amount of earnings on which Social Security taxes are paid — rises from $25,900 last year to $29,700 in 1981.

The FICA deduction increase depends on your income bracket. For example, if your earnings are $10,000 a year, you pay $52 more into Social Security in 1981 than you did last year. That amounts to about $1 more a week.

If your earnings are $25,000, you pay $134.68 more this year — an additional $2.59 a week. On earnings of $29,700 or more, the Social Security tax in 1981 increases by $387.83 — or about $7.45 a week.

Grumman Aerospace must also pay the new tax rates. Employers must match — dollar for dollar — the Social Security taxes paid by employees. The combined employee-employer tax rate this year is 13.3 percent.

In 1980, Grumman Aerospace paid approximately $28 million to Social Security. This year, the company expects that total to go up to about $33 million. Combined, Grumman and its workforce will contribute about $66 million to Social Security this year.

Even though this rate is the highest in Social Security history, it is only the fourth of eight increases mandated by Congress in 1977 to add money to the retirement fund.

By 1990, the combined employee-employer tax rate will climb to 15.3 percent. In addition, the wage base will rise at the same pace as average wages.

Murky future

The 1977 package of rate increases was designed to put Social Security back on a solid foundation. Unfortunately, economists and government observers are not bullish on the system's future.

Since Social Security is a system of "transfer payments," the money you and the company contribute while you are working does not go into a fund for your future needs. Instead, it goes to the over 35 million people who are presently receiving benefits.

Today, there is a ratio of about three workers paying social security taxes to every one recipient of benefits, and the ratio may drop to two to one after the turn of the century.

But Social Security has even more pressing financial woes in the near future. Rapid inflation has inflated benefits while high unemployment and meager real wage gains have decreased revenues.

Keep a watch out

While people are licking their wounds from the latest tax rate hike, there will undoubtedly be plenty of concern in Congress this year on the subject.

Said Congressman Jim Jones of Oklahoma in the August 25, 1980 issue of *Fortune*, "The average Congressman has put Social Security out of his mind, but the events of history are converging and the public will demand that we do something."

Family picnic: Western style

Over 800 Grumman family members enjoyed a day in the sun at the 11th annual Point Mugu family picnic, held last fall in Malibu, California.

Point Mugu hosted Grumman families from other southern California field locations including China Lake, the West Coast Office, Miramar, North Island and Irvine. West Coast retirees also joined in the fun. Mr. and Mrs. Ed Spall won the longest-distance-travelled contest by driving 400 miles.

Although 3,000 miles away from the home plant on Long Island, the Point Mugu picnic retained much of the Grumman picnic tradition of good food, sporting events, entertainment and fine company.

what do you think?

When you've lived in a place for a long time it's not easy to pull your family's roots and plant them somewhere else. But, once it's done, a family sometimes finds that the new soil isn't so bad. We asked a few former New Yorkers, now part of the Grumman family in Milledgeville, Georgia, what they thought about their new home.

Dick Corrigan

I couldn't get my family to move back. We live on Lake Sinclair and we like all the water sports. The pace is a lot slower, and I like that. It also used to be a lot cheaper to live down here, but times have changed.

Cliff Schilling

We like the down-to-earth living. People jar their own vegetables and make their own bread. And the people here are nice; everybody knows everbody else and there's always somebody there to help when you need it. The taxes here are good. I'm paying $300 here; in New York, I was paying $1,200. As far as I can see, the education system is better, at least in the private schools. But you're not out of touch with what's happening. I went to see a rock concert in Atlanta, and there was ballet right across the street. But a car is an absolute must, and they need more for the teenagers to do.

Dave Nutt

The taxes are lower, but you spend more in other areas. You really can't compare the two places, it's not fair. I build guitars and I can get materials cheaper if I send away for them. I like to fly gliders and it was easier to do that back on Long Island. Here I have to drive 70 miles to get to either of the two places here, though there isn't nearly as much traffic. But a car is an absolute necessity. You can do things here you couldn't on Long Island. People will let you go target shooting on their property. As long as you don't bother anyone, it's okay with them. But we do miss New York.

John Pineo

I come from a small town in Maine and so I like the nice, quiet, slow pace here. My wife loves it too. She's a native New Yorker and she's only been back once in the last three and a half years. I do a lot of hunting and fishing, and my wife and I both like to play golf. Grummanites who've come down here have spread out and blended right into the community. And many, like my wife, who works with the Red Cross, have become very active volunteers with community organizations.

Frank Rule

This town is small enough for you to feel at home, and I like the country. My daughter Allison has a horse, and that's something we wouldn't be able to have in New York. It's just a five minute ride to the farm we keep it on. Because Milledgeville is in the central part of the state, we can still drive to the mountains or to the seashore in four or five hours. We meet different people here; most of my neighbors are from other parts of the country. We do go back to see our granddaughter now and then, but I'd just as soon stay here.

scorecard

Dance, dance, dance!

There will be a meeting on Monday, January 26 for anyone interested in joining the Tap Dancing Club. The meeting will be held in the Recreation Department's auditorium, Plant 28A, at 5:00 p.m.

Teaching them well

"People have called to tell me that I had taught them in a hunter training course years ago and now they wanted me to teach their children. That makes me feel very good," says Howard Liebman.

The State of New York, too, feels good about the work done by Liebman, a systems engineer in Plant 40, George Elias, a senior manufacturing engineer in Plant 43, and Frank Bannwarth, a Plant 43 release analyst. Out of the 264 Long Island-region instructors in the Hunter Training Program, they were among only 11 cited by the Department of Environmental Conservation for their work. Anyone wishing a New York State hunting license for the first time must attend and pass one of the six-hour courses they teach. The three Grummanites teach company employees and their friends under the auspices of the Rod and Gun Club.

"The course was designed in 1949 to teach safety to new hunters," says Elias, "but today, we also teach hunter's ethical conduct, the conservation of species and their habitat, and survival techniques."

Bannwarth says the course isn't easy. "We can flunk people. We often have to decide whether we'd feel safe hunting near a particular person."

Hawaiian holiday

The Grumman Recreation Department has a two-week trip to Hawaii scheduled for August 25 through September 9, 1981.

Included in the package are round-trip jet transportation, accommodations in Honolulu, Maui, Kona and Hilo, with sightseeing tours of Waikiki, Maui and a cross-island tour from Kona to Hilo.

Per person prices are: $1,076 (triple occupancy), $1,149 (double), and $1,637 (single).

Reservations will be taken at the sign-up meeting on Tuesday, February 3, 1981 at 5:30 pm. in Plant 28A. A $100 per person deposit will be required at that time.

Last call

There still are seats available for the Thursday, January 22 bus trip to the Vanderbilt Mansion and the Franklin Delanor Roosevelt Home in Hyde Park. Highlighting the trip will be a gourmet lunch at the Culinary Institute, prepared and served by the students.

The price is $35 per person.

Soccer special

Recreation has discount tickets available for the Arrows soccer game at the Nassau Coliseum on Friday, January 23. It will be a special night for Grummanites because Grumman's varsity soccer team will play Fairchild Republic before the feature. The Recreation Department has $7 seats on sale for $5.50 and $5 seats for $3.50.

Teachers three. *George Elias (L), Howard Liebman and Frank Bannwarth (R) were cited by the State of New York for their work as instructors in the Hunter Safety Program. The work of the instructors has paid off. The State's hunting safety record is the best in the country.*

Floridians pool energy on Blue Bird Express

With the rising cost of gasoline and the fear of shortages, it's become fashionable to join carpools and vanpools. At Stuart Operations in Florida, Grummanites are hopping aboard Bill L'Hommedieu's Blue Bird Express.

Each workday, 17 to 20 people leave the driving to Bill and ride to and from the Stuart facility aboard his renovated school bus.

"Every time you pull into a gas station and say 'fill'er up,' you realize how much money you spend getting to and from work each week," says Bill, who works in Plant 77 Repair Control.

Go L'Hommedieu. *Stuart's Bill L'Hommedieu took the vanpool concept one step further. With his 'Blue Bird Express', once a school bus, Bill brings as many as 20 people to work from as far as 35 miles away.*

An idea is born

During the 1979 gasoline shortage, Bill began looking into starting his own mass transit system. "A lot of Grummanites lived in my hometown, Vero Beach — about 35 miles from Stuart — and I figured that I'd be able to fill up a bus with Grumman people who lived in the towns along Route 1," he says.

Last spring, after months of research, Bill purchased an old school bus built by Blue Bird Bus Company. He obtained special vanpool insurance which runs about $110 a year. He was set for business.

Fares range from $11 a week from Vero Beach to $9 a week from Fort Pierce. He charges $3 round-trip for daily commuters.

As for bus maintenance, Bill relies on his 24 years' experience in tinkering with cars. Fellow Grummanite Bill Driskell lends a hand as bus driver and mechanic, too.

Some drawbacks

Running your own bus service does have its drawbacks, though. With business booming at Stuart Operations, there are nights when Bill's riders must work overtime. This cuts down on the weekly income needed to pay for maintenance, gasoline and loan payments for the bus.

"The break-even mark is 20 riders a day," states Bill. "The way things are headed, I'm afraid we'll finish the first year of operation a bit in the red."

Bill still thinks that his bus service will catch on. "If we have a gas shortage again during the tourist season this winter, the stations will gear their operating hours to the tourists," says Bill. "That might bring more riders when they can't fill up their car tanks."

calendar

Aikido Club: every Mon. and Wed., 5 p.m., GAA bldg.; for sport and self-defense; L.I. Aikido Federation; all Grumman employees welcome. B. Bauman, Ext. 3013.

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, Every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Dance Club: every Wed., 5-8 p.m., GAA Bldg. Guests welcome. E. Traina, Ext. 2263/M. Brown, Ext. 115-3406

Duplicate Bridge Club: every Thurs., 6 p.m., GAA bldg. Guests welcome. W. Lipman, Ext. 2407

Fencing Club: every Wed., 4:30-7:00 p.m., GAA bldg. Guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd Floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Karate Club: every Tues. and Thurs., GAA bldg., 5:15 to 7:00 p.m., black belt instructors, physical and mental development; beginners welcome; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., GAA bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 115-6330

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Guests welcome. E. Barsalona, Ext. 8322

Table Tennis: every Thurs., Pl. 24, 5 p.m. Beginners and guests welcome. B. Fabricant, Ext. 8351

Guerriero's input means big $ output

John Guerriero began the new year with an extra $2,185 in the bank. John led the group of over 120 Grummanites who received cash awards for their employee suggestions during the last quarter of 1980.

In all, Grumman's Project Sterling Program awarded $18,111 to these innovative people. Associated savings totalled over $744,000.

A quality engineer in Plant 44, John is an avid home computer buff. When he noticed that there was a need to check out integrated circuits before they enter the Great River avionics line, he developed a computer to do the job.

"Great River uses hundreds of these circuits," states John. "It's better to test these items before they're installed. Otherwise, you lose time and money later when you have to replace defective ones. Defective circuits can even damage other components in the avionics package."

It took John three months to develop the computer system that is now used to test all incoming integrated circuits at Great River.

John and his wife will have little trouble spending the $2,185. They are expecting their second child this month.

Tom Worthington, a leadman in Plant 7 Electronic Test, won $1,170 for designing an F-14/E-2C storage fixture for the VAST (Versatile Automatic System Test) mobile table.

VAST is used by Grumman and the Navy to test black boxes onboard the Tomcat and the Hawkeye. During his stints as an F-14 mod team leader, Tom discovered that many of the cables that connected VAST to the aircraft were draped over panels and pallets when not in use.

"This sometimes resulted in permanently kinked cables and damaged equipment," says Tom. "So I designed a fixture to store all these cables and panels."

As for his $1,170 award, Tom says he could have used the money when he was in the Bahamas last month. "The money is just sitting in the bank collecting interest right now," says Tom.

Other winners during the last quarter of 1980 were:

$1,120 — Robert Panza, Pl. 87.
$740 — Robert Click, Pl. 43.
$600 — Robert J. Mathe and Joseph Staffieri, Pl. 12.
$570 — Saverio Fiorentino and Louis Tomeo, Pl. 2.
$470 — Joseph Nobile, Pl. 30.
$460 — Clair Harvey, Pl. 35.
$400 — Gerard Beaudoin, Pl. 10; Gary Pepitone and Erwin Giesmann, Pl. 30.
$330 — Gordon Cargill, Pl. 43.
$300 — Eleanor Nagel, Pl. 30.
$295 — Henry Cilli, Pl. 30.
$290 — Richard Gruenfelder, Pl. 25.
$270 — Michael Casella, Pl. 77.
$260 — Joseph Montello, Pl. 2.
$245 — Harvey Baron, Pl. 2.
$240 — Nicholas Soley, Pl. 25; Eugene Miritello, Pl. 30.
$200 — Leonard Bascone, Pl. 44; Wayne Becker and Peter McNamee, Pl. 43; Ronald Reilly, Pl. 30; Alphonse Legene, Pl. 2.

Over 90 other Grummanites also won cash awards during the last quarter of 1980.

Computer buff. *John Guerriero received $2,185 for developing a computer to test integrated circuits.*

Neat idea. *Tom Worthington won $1,170 for designing a storage fixture for the VAST mobile table.*

Snow emergency?

Before you scrape the ice off your windshield and brave the sleet and snow to get to work, first make sure that Grumman will be open. These numbers will have emergency weather information after 5 a.m.: for Bethpage, Garden City, Melville, and Great River plants, call 349-9400; for Calverton, call 369-2266.

In addition, the following radio stations will carry news about plant closings: WBAB-102.3 FM; WBLI-106 FM; WGBB-1240 AM; WGSM-740 AM; WHLI-1100 AM; WGLI-1290 AM; WALK-1370 AM; WNYG-1440 AM; WYFA-1580 AM.

letters

I think every employee will agree that Grumman is an outstanding company. Even outsiders are aware of the special benefits and plans that are available to us. However, Grumman is definitely lacking in individual recreation facilities. Many people would enjoy using their lunch hour for jogging, swimming, weightlifting or another form of exercise.

There are several small weight rooms scattered on the Bethpage complex. These have been put together by determined individual groups, often at their own expense. These weightlifters like the joggers are forced to go back to work without a shower. Ideally what Grumman needs is a special building to house a pool, exercise equipment, racquetball etc. and showers. Obviously that is a ways off, but why can't there be several showers and lockers in each plant?

Many companies already have this and more for their employees. Grumman is behind the times and could be an even more attractive place to work if they provided these benefits.

Mark Garlasco, Pl. 5

Need a ride?

AMITYVILLE: To Headquarters (171) 5 day per week. 8-4:30. Will pay weekly. 691-6550
BRONX/WHITESTONE: Van Pool to Bethpage. L. Theodoratos, X3132/(212) 796-7729
C. SLIP, ISLIP TERRACE: Brentwood to Bethpage 7:45-4:45. K. Frerichs, X5316/234-5548
FAR ROCKAWAY OR FIVE TOWNS: To Bethpage, start or join car pool. X4312
KEW GARDENS/FOREST HILLS/RICHMOND HILL: to Bethpage, riders wanted to form car pool, 8am-4:30pm shift. S. Fixler, x5051/(212)441-9529
LAKE GROVE/CENTEREACH area to Plt 40, 7:48 to 4:18. K. Riley, X3466
LINDENHURST: to Bethpage, 7am-3:30 pm. A. Lenardo, x6041
NESCONSET/COMMACK/E. NORTHPORT: to Bethpage, 8am shift, $60/20 days. R. Wellner, x6432

GRUMMAN plane news

Vol. 40, No. 1, January 16, 1981. Bethpage, N.Y. 11714